2

MEMORIAL

OF THE

North Pennsylvania Rail Road Company

TO THE

COUNCILS OF THE CITY OF PHILADELPHIA.

READ IN COUNCILS AND ORDERED TO BE PRINTED,

FEBRUARY 16, 1854.

PHILADELPHIA:
CRISSY & MARKLEY, PRINTERS,
GOLDSMITHS HALL,
LIBRARY STREET.

1854.

PHILADELPHIA'S GREAT NORTH AND LAKE ROUTE.

From Philadelphia to Lake Erie via Sunbury & Erie Route to Erie City 427 miles
North Pennsylv.a Route to Buffalo City 383
Difference in favor of North Pennsylv.a Route 44
Shortest Rail Route home to the Lakes
From Phil.a to Erie city, via Sunbury & Erie R.R. 427
Phil.a to Lake Ontario at Kim Harven via North Pennsylv.a R.R. Route 310
Difference in favor of North Penn.a R.R. 116
THE NORTH PENNSYLVANIA RAIL ROAD AND its connections.
LAKE HURON
LAKE ONTARIO
LAKE ERIE
MICHIGAN
CANADA WEST
NEW YORK
OHIO
PENNSYLVANIA
MARYLAND
NEW JERSEY
ATLANTIC OCEAN
Georgian Bay
Goderich
Guelph
Stratford
Hamilton
Brantford
Waterloo
Lansing
Grand Haven
Detroit
Toledo
Cleveland
Erie
Buffalo
Rochester
Syracuse
Utica
Albany
New York
Philadelphia
Baltimore
Harrisburg
Pittsburg
Williamsport
Wilkesbarre
Scranton
Binghamton
Elmira
Corning
Great Western R.R.
New York Central R.R.
Erie R.R.
Lake Shore R.R.
Northern Indiana Rail Road
Pennsylvania R.R.
Allegheny Valley R.R.
Pittsburg, Fort Wayne & Chicago R.R.
Cumberland Valley R.R.
Central R.R.
Southern R.R.
Michigan Southern R.R.
Sandusky, Mansfield & Newark R.R.
Cincinnati & Marietta R.R.
Cincinnati & Zanesville R.R.
Ohio & Pennsylvania R.R.
Cleveland & Pittsburg R.R.
Cleveland & Erie R.R.
Cleveland & Toledo R.R.
Cleveland & Columbus R.R.
Cincinnati & Columbus R.R.
Cincinnati & Hamilton R.R.
Cincinnati & Dayton R.R.
Cincinnati & Indiana R.R.
Indianapolis & Cincinnati R.R.
Indianapolis & Bellefontaine R.R.
Indianapolis & Madison R.R.
Indianapolis & Peru R.R.
Indianapolis & Terre Haute R.R.
Terre Haute & Alton R.R.
Terre Haute & Richmond R.R.
Terre Haute & Eastern R.R.
Terre Haute & Logansport R.R.
Logansport & Peru R.R.
Logansport & Crawfordsville R.R.
Crawfordsville & Lafayette R.R.
Lafayette & Michigan City R.R.
Lafayette & Chicago R.R.
Chicago & Rock Island R.R.
Chicago & Galena R.R.
Chicago & Aurora R.R.
Chicago & Mississippi R.R.
Chicago & Milwaukie R.R.
Milwaukie & Mississippi R.R.
Milwaukie & Prairie du Chien R.R.
Milwaukie & Waukesha R.R.
Milwaukie & Watertown R.R.
Milwaukie & Fond du Lac R.R.
Racine & Mississippi R.R.
Racine & Beloit R.R.
Beloit & Madison R.R.
Madison & Prairie du Chien R.R.
Madison & Portage R.R.
Portage & Winnebago R.R.
Green Bay & Lake Pepin R.R.
Fox River R.R.
Rock River R.R.
Illinois & Michigan Canal
Illinois Central R.R.
Galena & Chicago Union R.R.
Mississippi & Missouri R.R.
Iowa R.R.
Missouri R.R.
Hannibal & St. Joseph R.R.
Quincy & Palmyra R.R.
Quincy & Chicago R.R.
Peoria & Oquawka R.R.
Peoria & Bureau Valley R.R.
Peoria & Warsaw R.R.
Peoria & Hannibal R.R.
Peoria & Oquawka R.R.
Peoria & Rock Island R.R.
Peoria & Galena

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MEMORIAL.

To the Select and Common Councils of the City of Philadelphia:

The undersigned, in behalf of the North Pennsylvania Rail Road Company,

RESPECTFULLY REPESENTS:

That on the twentieth day of January, one thousand eight hundred and fifty-three, a memorial was read in Councils, asking a subscription in aid of a rail road "leading northward from Philadelphia," in order, as it was then said, "to open proper facilities to the Lehigh Valley, and the country beyond."

The ground upon whieh the applieation was speeially urged by this Company, at that time aeting under the eorporate name of "The Philadelphia, Easton and Water Gap Rail Road Company," was the neeessity existing for municipal co-operation to provide "a direet rail road, built wholly in Pennsylvania, leading to the Lehigh river by the shortest and best route," to retain in this city the trade

of the Lehigh Valley, then menaced with transfer to another market, over a route stretching across the State of New Jersey to the waters of New York Bay.

In that memorial, submitted by the undersigned, it was represented that,

"A Philadelphian to reach a northern point in his native State, must pass entirely across the State of New Jersey, and through part of the State of New York; and a Pennsylvanian residing in a northern county, having business in this city, or an inclination to visit it, must pass over the same circuitous route."—

That Philadelphia, "while protecting a trade which has contributed to her greatness and prosperity, may, at the same time, and with certainty of abundant remuneration, open a way into the twenty-three growing, enterprising, populous and productive counties of western New York, and draw hither a portion of a vast trade which has always, heretofore, passed eastward and enriched other markets. Philadelphia can reach western New York, Lake Ontario, Niagara, and Canada West, by a shorter, better, and more direct route than any through line to the same points from the city of New York."

It will be seen that while the application was pressed with a view to secure means to warrant the commencement of work on a road to the Lehigh river, a farther extension of the line was at the same time visibly foreshadowed.

On the faith of the conditional subscription made by Councils, by an ordinance passed on the 10th day of March, 1853, for ten thousand shares of stock, added to subscriptions from other sources, the Company made allotment of sections between the City and the Lehigh River, broke ground, and expect to have in use a portion of the line, at the Philadelphia end, during the current year.

At the same time, with a view to ulterior operations farther north, surveys were ordered and prosecuted in the valleys of the Lehigh and North Branch of the Susquehanna, until a location of the route was completed to the New York State line, in Bradford County, a distance of 216 miles from Philadelphia, and exactly four times the distance from Philadelphia to Bethlehem on the "Lehigh river."

The first step taken officially was for a road to the Lehigh; and that preliminary movement being accomplished, or rather in process of realization, through the aid heretofore rendered, it is indispensable, to warrant success farther on—across the Rubicon, to secure increase of means from the same sources.

In order that the policy of the Company, as developed in their official acts, may be known, a copy of the Annual Report of the Board of Directors, is herewith presented, to each member of Councils.

The project of the North Pennsylvania Rail Road Company, comprising at this time a line of main road 216 miles in length, is entitled to equal rank with any rail road in which the city has investments in capital stock.

The North Pennsylvania Rail Road is not only the north prong of Philadelphia's railroad trident, but also its iron-staff to remain forever in the grasp of her own citizens.

It begins in Philadelphia and extends entirely across the State, from tide water to the north line, in a course almost due north.

The Sunbury and Erie Rail Road, or middle prong of the trident, begins at Sunbury, 165 miles from Philadelphia, and extends northwest to the State line on Lake Erie.

The Pennsylvania Rail Road, or south prong of the trident, begins at Harrisburg, and extending due west to Pittsburg, terminates at the head of the Ohio river.

The North Pennsylvania is in length		216 miles.
The Sunbury and Erie	"	269 "
The Pennsylvania	"	248 "

The first has its termini on the southeast and north boundaries of the State. The second has its distant terminus on the north-west boundary of the State. The latter at no point touches the State line.

The North Pennsylvania Rail Road starts from the shipping docks on the tide waters of the Atlantic.

The Sunbury starts inland and ends at a lake port.

The Pennsylvania starts inland and ends in an Ohio river city.

Each one of the three roads begins or terminates at a PORT of ENTRY on navigable waters.

Waverly, Erie City, and Pittsburg, the points of termination of the respective lines, lying north, north-west and west from Philadelphia, are wide enough apart to leave ample land surface for local drainage between the different track ways. In truth, each road, locally considered, is essential to the social and trade wants of the population occupying the wide swath of acres divided by its line.

				Square Miles.
The North Penna. R. R. passes through	nine	counties of		5.269
The Sunbury and Erie R. R.	"	seven	"	5.517
The Pennsylvania R. R.	"	nine	"	5.596

The counties traversed by the different routes are in area in square miles nearly equal, though they differ widely in all other respects, as the subjoined tables will illustrate.

It will be observed that either Montgomery or Bucks County alone exceeds, in valuation of property, the whole seven counties on the Sunbury and Erie route, more than a million of dollars. That the population of the counties on the North Pennsylvania route is more than *six times greater* than the counties on the Sunbury and Erie route, and more than *double* the population of the counties on the Pennsylvania route.

If, from these tables, Philadelphia be excluded, Pittsburg and Erie City should also be excluded. And if this be done in each case, a wonderful preponderance in favor of the North Pennsylvania Railroad counties will remain.

But it is not only in value of property and number of inhabitants that the superiority of the counties on the North Pennsylvania route is apparent. It is the only one of the three roads named, that passes through the great anthracite coal region of Pennsylvania. It courses through the centre of Carbon County a distance of twenty-one miles, and through the middle of Luzerne County a distance of forty miles, making sixty-one miles, or more than one-fourth the length of the entire road in these two coal counties!

In the year 1853, there were mined and sent to market from Carbon and Luzerne Counties, of anthracite coal, more than two and half millions of tons, to wit:

From the Lehigh region,	1,080,544	tons.
From the Wyoming region,	1,449,497	"
Total,	2,530,041	"

The whole amount of freight transported over the New York and Erie Railroad, in 1853, was 631,039 tons, or *less than one-fourth* of the number of tons of coal sent to market from Luzerne and Carbon counties!

STATISTICS

Of the Counties on the Routes of the Three Roads.

	Square Miles.	Population 1850.	Valuation of Property by Triennial Assessm't 1851.	Farms.	Manufacturing Establishments.	Assessment of State Tax 1853.	Taxables.
North Pennsylvania Rail Road.							
1 Philadelphia,	120	408,762	$136,589,627	1,530	4,589	$525,365 92	86,943
2 Montgomery,	450	58,291	16,649,664	4,456	697	53,737 55	14,330
3 Bucks,	605	58,091	16,940,832	4,707	636	53,856 57	12,392
4 Lehigh,	350	32,479	8,489,166	4,456	697	27,880 84	7,929
5 Northampton,	370	40,235	13,708,659	2,074	270	44,146 59	10,863
6 Carbon,	400	15,686	2,057,999	246	158	7,172 97	4,128
7 Luzerne,	1,400	56,072	5,176,352	1,936	175	17,000 00	13,717
8 Wyoming,	400	10,655	883,780	895	59	2,364 75	2,335
9 Bradford,	1,174	42,831	3,564,791	5,096	562	12,220 89	9,221
Total,	5,269	723,102	204,060,870	25,396	7,843	743,746 08	162,058
Deduct Philadelphia,	120	408,762	136,589,627	1,530	4,589	525,365 92	86,943
Total, exclusive of Philadelphia,	5,149	314,340	67,471,243	23,866	3,254	218,380 16	75,115
Pennsylvania Rail Road.							
1 Dauphin,	533	35,754	9,784,493	1,956	253	32,691 70	8,339
2 Perry,	539	20,088	3,057,500	1,456	232	10,000 00	4,795
3 Juniata,	350	13,029	2,709,39-	83-	52	8,559 97	3,391
4 Mifflin,	370	14,980	4,153,775	787	102	13,000 00	3,450
5 Huntingdon,	730	24,786	5,403,633	1,445	193	17,000 00	5,572
6 Blair,	650	21,777	4,042,564	826	132	13,009 00	5,763
7 Cambria,	670	17,773	1,063,185	1,089	126	3,613 94	5,343
8 Westmoreland,	1,000	51,726	7,663,939	4,013	586	25,000 00	10,941
9 Allegheny,	754	138,290	24,008,220	3,729	1,290	72,069 94	30,012
Total,	5,596	338,203	61,886,701	16,133	2,966	194,935 55	77,606
Deduct Allegheny,	754	138,290	24,008,220	3,729	1,290	72,069 94	30,012
Total, exclusive of Allegheny,	4,842	199,913	37,878,481	12,404	1,676	122,865 61	47,594
Sunbury and Erie Rail Road.							
1 Northumberland,	500	23,272	4,434,205	1,748	153	15,326 66	5,401
2 Lycoming,	1,080	26,257	3,575,326	1,561	232	13,366 29	7,498
3 Clinton,	1,050	11,207	1,837,669	638	149	6,262 50	2,903
4 Elk,	800	3,531	393,830	254	50	1,796 58	1,175
5 Forest,	561	700	300,000	100	22	1,577 58	206
6 Warren,	800	13,671	1,196,736	1,707	216	3,719 59	3,657
7 Erie,	726	38,742	3,848,526	3,334	255	13,575 05	11,336
Total,	5,517	117,380	15,586,292	8,842	1,075	55,624 25	32,176
Deduct Erie,	726	38,742	3,848,526	3,334	255	13,575 05	11,336
Total, exclusive of Erie,	4,791	78,638	$11,737,766	5,508	820	$42,049 20	20,840

Distance from Pottsville to Philadelphia, by Reading Railroad, - - -	93	miles.
" " Mauch Chunk to Philadelphia, by North Pennsylvania Railroad, -	84	"
Difference in favor of North Pennsylvania Railroad,	9	"

The Reading Railroad will possess an advantage in gradient, and the North Pennsylvania Railroad in representing less capital in cost of construction.

As the demand for coal is fully up to the means for supply, no injurious competition can arise between these two companies. The real issue is whether the Lehigh coal region shall be drained to supply the New England states by a road terminating at a port on Raritan Bay, or by the North Pennsylvania Railroad terminating at Philadelphia. There is a harmony of interests among all Philadelphia transportation companies, as well canal as railroad, in continuing the shipment of coal from Philadelphia to eastern cities, and not to permit, without effort, the coal mined in the Lehigh region to be carried across New Jersey to Raritan Bay, to be shipped thence to New England cities.

The quantity of coal brought from the Lehigh and consumed annually in Philadelphia exceeds a quarter million tons. Between the city and the Lehigh river there will be a large consumption of coal on the line of the North Pennsylvania Railroad.

The Philadelphia coal interests in the Lehigh region, in a broad commercial sense, are represented by the North Pennsylvania Railroad; and this whole community must rely upon it to compete with a road aiming to divert the shipment of Lehigh coal from the waters of the Delaware to Raritan Bay.

From the Wyoming region the North Pennsylvania Railroad opens the shortest and best route to Lake Erie, and to the cities and towns in western New York.

From Shamokin to Erie City, via Sunbury and Erie Railroad route, (Fairies' distanees,) - -	287 miles.
From Pittston to Buffalo, via North Pennsylvania Railroad route, - - -	248 "
Differenee in favor of the North Pennsylvania Rail-Railroad route, - - -	39 "
Coal shipped from Pittston in 1853, - -	719,942 tons.
" " " Shamokin in 1853, -	15,500 "
Excess shipped from Pittston, - - -	704,442 "

From the Pittston mines to the north terminus of the North Pennsylvania Rail Road, the distanee is 81 miles. From Mauch Chunek to the south terminus of the North Pennsylvania Rail Road, the distance is eighty-four miles. The vast anthracite deposites on its route, it will be seen, are midway between its termini. Hence, coal tonnage passing to the north from Pittston, Wilkesbarre and elsewhere in Wyoming valley, will be carried about as many miles as coal tonnage passing south from Mauch Chunek and elsewhere in the Lehigh valley. This is a grand and distinguishing advantage, *possessed by no other road in the United States!* The highest gradient on the route is encountered ascending the dividing ridge between the waters of the Wyoming and the Lehigh Valleys. The topography of nature, therefore, is in entire harmony with the courses of trade and the wants of population. The northern coal field will have its natural outlet by the North Pennsylvania Rail Road, by way of the North Branch Valley, into Western New York and to the Lakes. The middle and southern coal fields, at their eastern end, will have a natural outlet by the North Pennsylvania Rail Road, by way of the Lehigh Valley to Bethlehem, and thence directly to tide water at Philadelphia.

Other mineral resources, beside anthracite coal, abound on the route of the North Pennsylvania Rail Road. Montgomery, Lehigh and Northampton Counties all contain quarries of limestone and beds of iron ore. Lehigh County contains the richest known depo-

sit of zinc ore in the United States. In Wyoming County, veins of bituminous coal are known to exist, and in Bradford County the same kind of coal is mined in quantities certain of ten-fold increase on the opening of avenues to market.

There are in each county, beyond Philadelphia, on the route of the North Pennsylvania Rail Road, beds of iron ore or veins of anthracite or bituminous coal. The local resources of the country, on he line of the road, alone justify its construction and warrant its pecuniary success after completion. Land is improved, coal mines are opened, towns are built, and every place is busy with the hum of urban and rural industry along its whole length. The Valley of the Lehigh is full of towns, minerals and population. The Valley of Wyoming is destined to contain a population more dense and numerous to the square mile than any other Coal Dale in Pennsylvania.

To possess facilities to furnish supplies of merchandise and goods to these coal districts, is, to a commercial city, a most important consideration. In this aspect, the North Pennsylvania Rail Road is unrivalled.

The following extract is taken from the Memorial before referred to, read in Councils, January 20th, 1853 :—

"As the increased consumption of anthracite coal, from year to year, will increase the demand for it in a corresponding ratio, it follows as a matter of demonstration that the coal districts in the north-east counties must become the home of a steadily augmenting population, and the centre of commercial transactions of great magnitude, profit and importance.

"In the manufacture of Iron, as in the mining of coal—Pennsylvania's two great staples, there is certainty of positive increase from year to year. The three essential articles used in its production—iron ore, limestone and coal, abound on the spot, and thus invest the place with advantages for its manufacture, at lower paying rates, than in localities to which those articles are transported in their native bulk and weight. This truth is so obvious and palpable that it is useless to occupy space in its elaboration."

ITS WESTERN NEW YORK AND LAKE CONNECTIONS.

The North Pennsylvania Railroad will connect with the New York and Erie Railroad at Waverly, a town built partly in Bradford County, Pennsylvania, and partly in Tioga County, New York.

This town, which has grown up since the opening of the New York and Erie Railroad, is now one of the best revenue stations on its entire line.

The revenue of the New York and Erie Railroad Company at the Waverly station, in 1853, comprised the following items, to wit:

Passenger receipts, - - - -	$16,484 00
Freight received, - - - -	24,984 00
Freight forwarded, - - - -	17,121 00
Total, 1853, - - - -	$58,589 00
" 1852, - - -	49,371 00
Increase in one year, - - -	$9,218 00

West of Waverly there are 976 miles of broad guage railroad, representing an aggregate capital of $36,340,400. To all points reached by this system of roads, Philadelphia, by the route of the North Pennsylvania Railroad, will enjoy an advantage in lineal measure of *forty miles* over New York City.

By a connection at Pittston with a road extending thence to Scranton and Great Bend, the North Pennsylvania Railroad will be placed in direct connection with 542 miles of broad guage railroad, converging between Waverly and Great Bend, representing a capital of $18,788,786. The broad guage system of railroads, with which the North Pennsylvania Railroad will interlock, comprises a total of 1,518 miles of road, representing $55,129,186.

Population of 23 Western New York counties in 1850,	1,038,492
" " Canada West in 1851,	952,004
Total Population to be furnished with shortest route to tide water at Philadelphia by North Pennsylvania Railroad,	2,090,496

Valuation of property in 23 New York counties in 1850,		$172,263,318
Valuation of property in Philadelphia, in 1851,	$136,589,627	
Valuation of property in Allegheny County in 1851,	24,008,220	
		160,597,847
Excess in valuation of Western New York in 1850 over Philadelphia and Pittsburg, as fixed by Revenue Commissioners in 1851,		$11,665,471

Lake commerce of Buffalo City, on Lake Erie, in 1852,	$96,228,507
" " Oswego, on Lake Ontario, in 1851,	22,546,330

Distance from Philadelphia to Oswego by North Pennsylvania Railroad route, 319 miles.

Distance from Philadelphia to Buffalo by North Pennsylvania Railroad route, 383 miles.

Distance from Philadelphia to Erie City by Sunbury and Erie Railroad route, 427 miles.

Grand total of lake commerce for 1851, $326,053,627.

The North Pennsylvania Railroad, opening from Philadelphia to Lake Ontario, at Oswego, a route 108 miles shorter than the route of the Sunbury and Erie Railroad to Lake Erie at Erie City, and

to Lake Erie at Buffalo a route 44 miles shorter than the Sunbury and Erie Railroad to Eric City, must command and control the Philadelphia lake trade.

In Canada West there are also 350 miles of finished railroad, converging at Buffalo and Niagara Falls, which will likewise send this way, over the North Pennsylvania Railroad, a large share of Canada travel and transportation.

No capital will be required from Philadelphia to construct roads beyond the Waverly terminus of the North Pennsylvania Railroad. The ground between Waverly and lakes Ontario and Erie is already checkered with roads. In this respect it differs from the Pennsylvania Railroad, for when means were provided for that great work, which has already added more than its whole cost to the value of property in this city and county, aid in large amounts had to be extended to projects in Ohio, to make feeders for the Philadelphia main line. And in the case of the Sunbury and Eric Railroad, there may perhaps be found ample room for investment in lake steamers and propellers, to bring lake trade to the port of Erie, in the season of navigation, to employ the cars which are to earn dividends for the stockholders.

Western New York and Canada West jointly contain a larger population than was embraced in the six New England and three Middle States in 1790; and if Philadelphia ever expects to enjoy a direct communication by railroad with that teeming north west region, *the present is the last opportunity to consummate the union*, for if the North Pennsylvania be not prosecuted forthwith, the ground at important points will be occupied by other interests with hostile schemes.

It is especially in view of this fact that this application is made at this time. The Company desire to avail themselves of the Spring season to make additional contracts for work at various points on the line of their road, so that the city may the sooner enjoy the stimulus of the trade which is sure to accrue from its completion. The legislative authority conferred on the councils of the city, to subscribe to the capital stock of certain Railroad Companies being reserved in full force and vigor, the North Pennsylvania Rail-

road Company ask for its exercise in their behalf, by a subscription for forty thousand shares in the capital stock of said North Pennsylvania Railroad Company, in order that with such additional aid there may be opened across the State a grand north line of road, connecting Philadelphia by the most direct route with Western New York and Canada West, and by the shortest route with Lakes Ontario and Erie.

Events serving to demonstrate the utility and worth of the North Pennsylvania Railroad, are constantly transpiring in sight of our own citizens. The commercial ties of fraternity and reciprocity which it will establish, to mutual benefit, between Philadelphia, Western New York and the Lake cities, can be formed in no other way.

From the Lehigh region, anthracite coal will be sent to this city, and in return, merchandise will be sent hence to supply the domestic wants of a large mining population. From the Wyoming region, anthracite coal will be sent to Western New York and along the lakes, and to the Wyoming region, merchandise will be sent from an Atlantic market to supply the domestic requirements of a large local population. The North Pennsylvania Railroad will carry the coal north-west from Wyoming Valley, and merchandise from Philadelphia to Wyoming Valley, thereby keeping in motion an active trade current both ways. And thus, while Philadelphia merchants will secure the profits on merchandise consumed in the mining districts, the North Pennsylvania Railroad Company will realize revenue from the transportation of coal sent from the mining regions, and from the transportation of merchandise sent to the mining regions.

In like manner, the lumbermen of the North Susquehanna and its tributaries, who now make sale of their forest products in Philadelphia, receive cash in payment, take it to New York City, and there expend it for goods, will make their purchases in Philadelphia, and send them home over the North Pennsylvania Railroad.

Articles manufactured in Philadelphia, will find new customers in the great north-west country, while the products of the north-west country will seek a tide water market in this city. In these and

many other ways, business transactions will accumulate and multiply until there shall grow up to enrich Philadelphia, a vast north trade gathered and concentrated by the North Pennsylvania Railroad and its wide spread connections.

The construction of 216 miles of railroad will secure to Philadelphia a proportion of the advantages of 2,000 miles of railroad, and place her merchants, manufacturers and mechanics, in direct communication with more than two millions of people, on a shorter route than any line leading to the same region from the City of New York.

By order of the Board of Directors,

THOMAS S. FERNON,
Pres't. North Penna. R. R. Co.

Office of the North Penna. Railroad Co.

Philadelphia, Feb. 16th, 1854.